

Today

A Rolling Stone to Glory.
How a Good Fighter Dies.
Germany's Flying Tank.
Barefoot Boy and Meteor.

By ARTHUR BRISBANE.

This is the story of a rolling stone that gathered glory—Lufbery, champion American aviator.

The world first saw him, a barefoot boy, on a poor Connecticut farm.

This boy spent his life running away—from everything but danger.

He ran from the task of peddling radishes and onions.

He ran at seventeen from the job of driving his father's truck.

He rolled all over the earth, visiting Germany, France, Algiers, South America, Japan, China, India.

On and on he rolled. He was looking for something, and he found it.

On Monday this week, at the end of a flight in the air, he rolled, a mass of flame, from the clouds to the earth and died, champion air fighter of his country.

Leaping from his burning machine, five thousand feet up in the air, his body and clothing on fire, Lufbery came to earth like one of the flaming meteors that children call "shooting stars."

His career was like one of those meteors, masses of stone that fly through space in the cold ether, then striking the thicker atmosphere of this planet, blaze and burn from the friction as they dash through to the earth.

Lufbery wandered, at first an aimless rolling stone. His career brought him against the power and the resistance of war. He fought, was burned, and is dead, a glorious career.

The flying machine maker will notice that a simple device might have saved the life of this fighter.

He was shot through the hand by the enemy, and could have controlled his machine and landed safely had not another bullet set fire to his gas tank. The torturing flames compelled him to leap to certain death.

A simple device might have enabled him to detach the gasoline tank, allowing the tank to fall to the earth, away from the machine, while he landed in safety.

Many flying men die in flames. Would it not be worth while to arrange a detachable gas tank, so that the turning of a lever might drop the deadly fuel and save the flyer?

Particularly important and interesting to our War Department and to the President, is the KIND of German fighting machine that destroyed Lufbery.

It is described as a "giant plane" moving slowly, something quite new.

The wing spread sixty feet. One man ran the machine, two gunners were in charge of machine guns.

The three were dressed in armor and enclosed in little cages of armor plate; the engine and other vital parts of the machine were similarly protected.

One after another American flyers went up in light, unarmored, ordinary machines, against this heavy armored flying giant—it was as safe against them as a big crow against a small attacking king-bird.

This seems to be another of the new things that the Germans have been able to bring into this war of gas, poison and "flame-throwers."

Against this armored flying tank, one American sent three hundred bullets, without result, and against it, Lufbery, the best American flyer, went to death.

What a great last moment in life, when that brave young man, five thousand feet up in the air, unfastened the straps that held his body to the seat, and sprang out to freedom and quick death.

What a picture for an artist with imagination, what a change from the little barefooted boy, on the Connecticut farm, carefully examining the stone bruise on his heel, to the champion of all American air fighters, bidding good-by to his country and to life high in the air, and shooting to earth in fire and glory.

The veterinary surgeon of Waukesha, whose middle-aged wife said tearfully, "Won't you please leave my husband alone!" to the young school teacher, who shot the middle-aged wife dead on the spot, is determined, scandal or no scandal, that his middle-aged wife's memory shall live.

He is publishing, neatly bound, "In Memoriam," a speech that the wife made on "Tasteful Dressing" before the Ladies' Club of Waukesha. The Ladies' Club of Waukesha still allows the name of the young school teacher who shot the wife to stand honorably written in the records of the Ladies' Club, for that club believes in "fair play" and thinks the school teacher should be tried before the club condemns her. All this presents an interesting view of the American mind at work.

IF YOU CAN'T GO—GIVE

WEATHER:

Partly cloudy tonight and Thursday. Gentle to moderate south winds. Temperature at 10 a. m. 76 degrees. Average temperature May 22 for last thirty years 66 degrees.

The Washington Times

FINAL EDITION

NUMBER 10,536.

WASHINGTON, WEDNESDAY EVENING, MAY 22, 1918.

PRICE TWO CENTS.

David Lawrence Investigates Curtiss Aeroplane Plant at Buffalo GERMANS HURL HURRICANE OF GAS SHELLS American Aviators Drop Bombs Upon Submarine Base at Heligoland

CURTISS PLANT BUILDS MANY FLYING BOATS AND TRAINERS

Buffalo Factory Not Turning Out Battleplanes Until Word Came Several Days Ago to Go Ahead on Bristol.

By DAVID LAWRENCE.
(Copyright, 1918, by New York Evening Post Company.)

BUFFALO, May 21.—Red is certainly an ambiguous color.

In Washington, when you see a red tag on a Government document or letter or communication from one department to the other, it means "urgent." When you see a red tag on an airplane at the Curtiss plant here, it means "delay." And when you examine the tag you find a dozen different reasons for delay.

I saw many battleplanes here, but most of them had red tags dangling from wings and body.

Less Than Dozen.

They were ordered to build Bristol battleplanes here, and the simple truth is that only a week or so ago was the word to "go ahead" received from the Signal Corps. So the production of battleplanes is very small, less than a dozen. How much this is due to a feeling in Washington, based upon word from the other side of the ocean that the Bristol plane is out of date, and how much it is due to a concentration on the De Havilland plane, which is admittedly a better fighting type, and being turned out in quantities at Dayton, one cannot easily determine; but the order to go ahead indicates that several hundred Bristolos are wanted anyway, and the Curtiss plant is in a position to construct them rapidly.

The Curtiss people, however, haven't been engaged in making battleplanes for the army, but training planes. Probably most of the primary and advanced training planes now being used to teach flying have been made here. Certainly in a year's time the production has exceeded 3,000 and last week they turned out 104 of them and will build 110 this week. This proves conclusively that quantity production is possible if only decisions can be obtained from the designing engineers. And there is no material difference in the organization of workmen required to put out fighting planes than training craft.

But this achievement of the Curtiss plant is not merely its large output of training planes—for America has a comfortable surplus now—but its work on hydroplanes with pontoons attached and the new style flying boats for the navy. The Curtiss company has built a number of these for Great Britain, and is turning them out by the scores for our own navy.

Needs Fighting Plane.

But the flying boat needs a fighting plane to protect it, and which ever way one turns, the need of serviceable fighting craft appears essential.

(Continued on Page 3, Column 7.)

The Capitol Lunch, 101 Pa. ave., advertised for a cook. They told us: "We got a cook, and a good one, too." The ad was only in one day.

Phone Main 5260.
Ad will be inserted,
Bill will be sent.

HELP THOSE YOU LOVE---GIVE TO THE RED CROSS



BETHUNE IN FLAMES AND ATTEMPT AT COAST IS ON

Long Expected Sweep for Channel Thought at Hand, With Allied Armies Ready and Confident.

BERNE, May 22.—German naval authorities are preparing to abandon Zeebrugge and Ostend as U-boat bases, because of the recent blockade effected by the British naval forces and the constant harassment by British bombing planes, according to information received from Berlin today.

The German artillery has drenched the district immediately north of Bethune with a tempest of gas shells. The area is being saturated with poison. Official reports issued by the British war office both today and yesterday dwell upon the violence of the bombardment.

Threaten Bethune. Bethune lies on the southern end of the Flanders battle front and is one of the local objectives of the Germans in their attempted sweep to the channel.

It is a British rail head and base position of high strategic importance and yesterday was reported in flames from German incendiary shells. Bethune is between seventeen and eighteen miles northwest of Arras and lies at the junction of several canals. It is on the borderland of a stretch of hilly country that the Germans are viewing with covetous eyes.

U. S. ENSIGN'S PLANE FALLS IN BATTLE

American naval aviators are dropping bombs on Heligoland, chief concentration base of the Kaiser's submarines. That was the conclusion of naval men here today when it was officially announced that Ensign Stephen Potter, U. S. N. R. F. C., had met death in a spectacular battle over Heligoland Bight with seven enemy aircraft.

Potter and a companion battled gallantly against the V-shaped flying wedge of the Teutons, and quit only when his machine, in flames, came crashing down on the port wing.

Lost In Flaming Sea. The last seen of him was on the sea face, surrounded by the burning oil. Suddenly a cloud of smoke obscured him, and machine and man disappeared completely.

The London representative of the Committee of Public Information tells the story thus:

"Six weeks after Ensign Stephen Potter, U. S. N. R. F. C., had shot down a German seaplane in Heligoland Bight, the enemy got him in the North Sea. Potter was killed on April 25 in a fight with seven enemy single-seaters.

Fells Poe In First Fight. "He was second pilot to a British royal air force captain with whom he shot down a German last March. "Potter left a North sea station in a British seaplane and steered due east until six miles from Heligoland light. Another plane accompanied

SAINT CURES TWO OF BLINDNESS, IS CLAIM OF PASTOR

Faith in God and the efficacy of prayer are responsible for two remarkable cures of blindness, according to an announcement today by the Rev. Eugene A. Hannan, pastor of St. Martin's Roman Catholic Church. The first case, which is of fifteen years standing, is perhaps the most

PRESIDENT DEEMS TAX BILL AT THIS SESSION ESSENTIAL

President Wilson regards a tax bill necessary at this session of Congress. It was officially learned today that Secretary McAdoo at a conference with the President yesterday, won the executive's approval of the proposed new revenue measure.

Word today that the President would support McAdoo for a revenue bill this session met with a storm of disapproval from both sides of the Capitol. Majority Leader Kitchin said Secretary McAdoo had not advanced a single good reason for a revenue bill at this session and declared that if one is to be framed, Congress will stand its ground on what goes

remarkable. The second case of a man blinded in one eye by an accident. The cures were effected, according to Father Hannan, through the powers of healing of St. Rita, "The Saint of Impossible Things." Asked how he accounted for the marvel, Father Hannan said:

"It is merely a matter of faith. We read in the New Testament that Jesus Christ went around doing good. "He healed the sick, restored the blind, lame, and halt, and even on occasion raised the dead. We know that many who followed Him, some even kissing only the hem of his garments, were cured of all sorts of ills that the flesh is heir to."

This evening at St. Martin's Church will take place the blessing of St. Rita roses. Any person who will bring to the church at that hour one or more roses, preferably white roses, may have them blessed. Following the ceremonial of blessing the roses, a sermon will be preached by Father Hannan, after which there will be a solemn benediction and a procession by the children of the parish who have recently made their first communion.

PROBE YALE ESCAPE. Admiral Chester, in charge of training naval reservists, including Yale men at New Haven, was under orders today from Secretary of the Navy Daniels to investigate charges that men in navy uniforms were guilty of hoodlumism at New Haven.

THE STRANGE WAUKESHA CASE

Better Have Gone Through These Tragic Experiences Than Have Missed the Throbs of Deep Love, Says Grace Lusk.

By BEATRICE FAIRFAX.

WAUKESHA, Wis., May 22.—Grace Lusk has given me a message for all the women in the country. It was after her most trying day in court, when as one who comes back from the dead she heard recited the last chapter of her life and burial.

But one thing sustained her through that trying ordeal, the love of her father and the loyalty of the friends who have stuck to her through thick and thin.

When she wrote the message for me the crowds of spectators had left the court room; no one remained but the little group whose faces have become familiar to those who attend the trial.

COURT FINDS LIBEL IN SOCIETY LETTER THAT CAUSED SUIT

Temporarily balked in her \$50,000 libel suit against Mrs. Frances Hodgson Burnett Townsend, authoress of "Little Lord Fauntleroy," Mrs. Anne Prall Fahnestock, prominent Washington society woman, has now won an appellate court decision breaking down the barrier and permitting her to re-institute proceedings against the writer.

Mrs. Fahnestock is part owner of the Gordon Hotel, on Sixteenth street, this city. Mrs. Fahnestock sues for defamation of character by reason of statements contained in a letter written by Mrs. Townsend to her in February, 1915. It is alleged that Mrs. Fahnestock's marriage to Archie Fahnestock, whose mother was a sister of the authoress, caused family friction, and as a result and in reply to a Townsend wrote the letter upon which the libel suit is based.

The writer is alleged to have referred to Mrs. Fahnestock as "a slanderous and ill-bred meddler," "a shrew," "unwisdom," "designing," and "subject to brainstorms."

The original suit was dismissed by a lower court in New York, after which the action was taken to the appellate court of New York. The upper court reversed the decision of the lower tribunal and ordered a new suit.

SENATORS DECIDE TO INVESTIGATE AIRCRAFT OUTPUT

The Senate Military Affairs Committee will investigate aircraft production.

The committee today won its contention that such an investigation should be made, in spite of President Wilson's expressed view that Congressional investigation is unnecessary in view of the appointment of Charles E. Hughes to assist the Department of Justice in its probe.

The threatened fight over the Chamberlain resolution, empowering this committee to investigate, was averted by an eleven hour compromise which the Senate adopted without a moment's debate.